

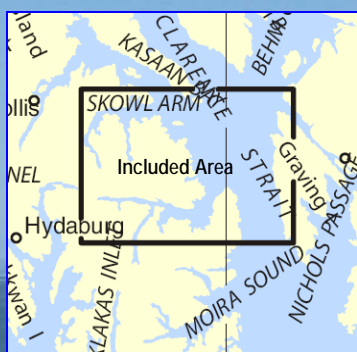
BookletChart™



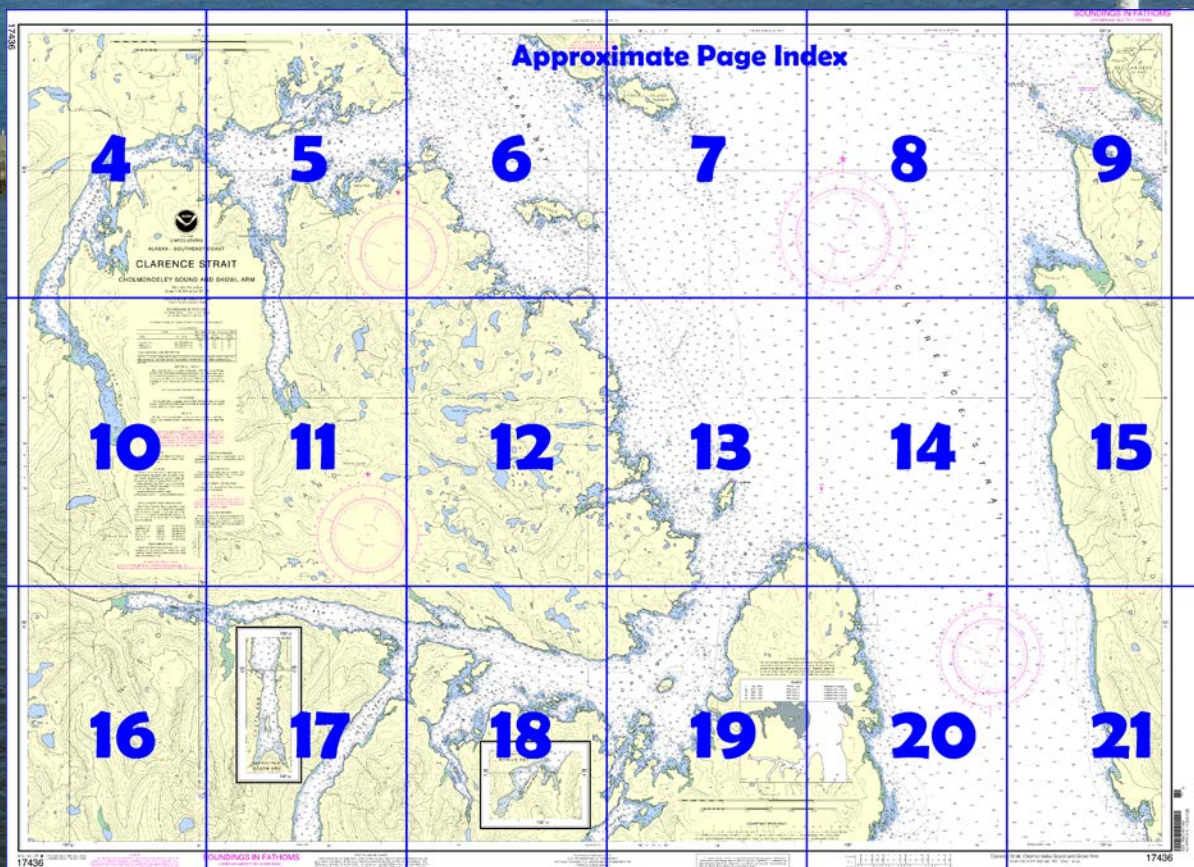
Clarence Strait – Cholmondeley Sound and Skowl Arm NOAA Chart 17436

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17436>.



(Selected Excerpts from Coast Pilot)
Windy Point (55°13.0'N., 131°58.8'W.), low and wooded, is between two small exposed coves with an island close-to on each side. The S cove has midchannel depths of 5 to 9 fathoms but is foul to the W of the small island and near the N shore. The N cove has midchannel depths of 1½ to 10 fathoms but is foul toward the head. Rocks extend off the point for about 240 yards.

From **Scraggy Point** (55°07.6'N., 132°02.0'W.), the N entrance point to Port Johnson, to Chasina Point, which is the point about 4.5 miles N from Windy Point, the land is thickly wooded and slopes gently for about 0.2 mile from the shore and then

rises quickly to a ridge. Two small exposed coves are midway between Windy Point and Chasina Point. Midchannel depths in the SE cove range from 5 to 10 fathoms, shoaling to 4 fathoms near the head. The NW cove has depths in the middle of 5 to 14 fathoms; the W bight has depths of 3 to 5 fathoms; the S bight is foul.

Currents in the vicinity of Wedge Islands to Skin Island are stronger on the flood and reach an estimated velocity of 2 knots during spring tides. Moderate tide rips are set up with the wind against the current N of Wedge Island in the vicinity of Windy Point. (See the Tidal Current Tables for daily predictions in this area.)

Cholmondeley Sound is a deep inlet entering Prince of Wales Island between Chasina Point and Skin Island. Its extreme length from the entrance of the sound to the head of **West Arm** is about 16 miles; it has several arms, all of which are deep and bold with mountain slopes ending with steep-to rock shorelines. Cholmondeley Sound's tributaries have not been closely surveyed but are generally free from dangers. The currents in the sound are too weak or variable to be predicted.

Chasina Point, about 36 miles N of Cape Chacon and the S point of the entrance of Cholmondeley Sound, is a wooded rounded point without any prominent features. The land is low for a distance of about 0.8 mile and then rises rapidly. It is advisable to give the point a berth of at least 0.3 mile in rounding it.

Chasina Island is a low, wooded islet about 0.7 mile WSW from Chasina Point, about 0.1 mile offshore. The passage behind the island is foul. A 1-fathom spot is midway between Chasina Point and Chasina Island and about 250 yards offshore.

Chasina Anchorage, to the W of Chasina Island, affords a lee only from E to S winds. Anchorage may be obtained on a rocky patch in about 9 fathoms (16.4 m) with the NW corner of Chasina Island bearing about 042° and Skin Island Light bearing about 338°; swinging room is about 250 yards (229 m). Anchorage in 17 fathoms (31 m), with the light on the same bearing, may be obtained farther offshore.

Clover Bay has its 0.2-mile-wide entrance between Clover Point and **Anderson Point**, the S entrance point, about 1.5 miles W of Skin Island. A bare rock is about 120 yards N of Anderson Point, and a rock with a depth of ¼ fathom is in midchannel in the entrance. Safe entry can be made on a course **245°**, passing between the midchannel rock and the rock off Anderson Point. Foul ground extends about 0.2 mile E from Anderson Point. An area, with a least depth of 1½ fathoms, is about 0.9 mile within the entrance and about 125 yards from the S shore; otherwise depths within the bay range from 7½ to 41 fathoms. The head of the bay is blocked by small islands. A small cove with depths of 12 to 21 fathoms, except for lesser depths along the edges, is to the N of **King Island**, the largest of the group. A bar with a midchannel depth of 1½ fathoms stretches across the entrance to the cove from King Island to the rock off the point on the N shore. A ledge extends 50 yards NW of King Island within the cove.

Clover Point, a narrow wooded neck of land about 100 feet high, projects NNE for about 0.6 mile. About 1 mile inshore the land rises to a series of knobs and ridges with higher peaks inland. A bank, small in extent with 6¼ fathoms over it, is 0.6 mile NE from Clover Point.

Currents in Clarence Strait from Clover Bay to High Island are most noticeable on the flood, and with a S wind attain an estimated velocity of 2 to 2.5 knots. From Island Point S there is generally a S eddy close to shore during flood tides. Off Island Point and the E end of High Island, moderate tide rips are formed when the wind is against the current.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

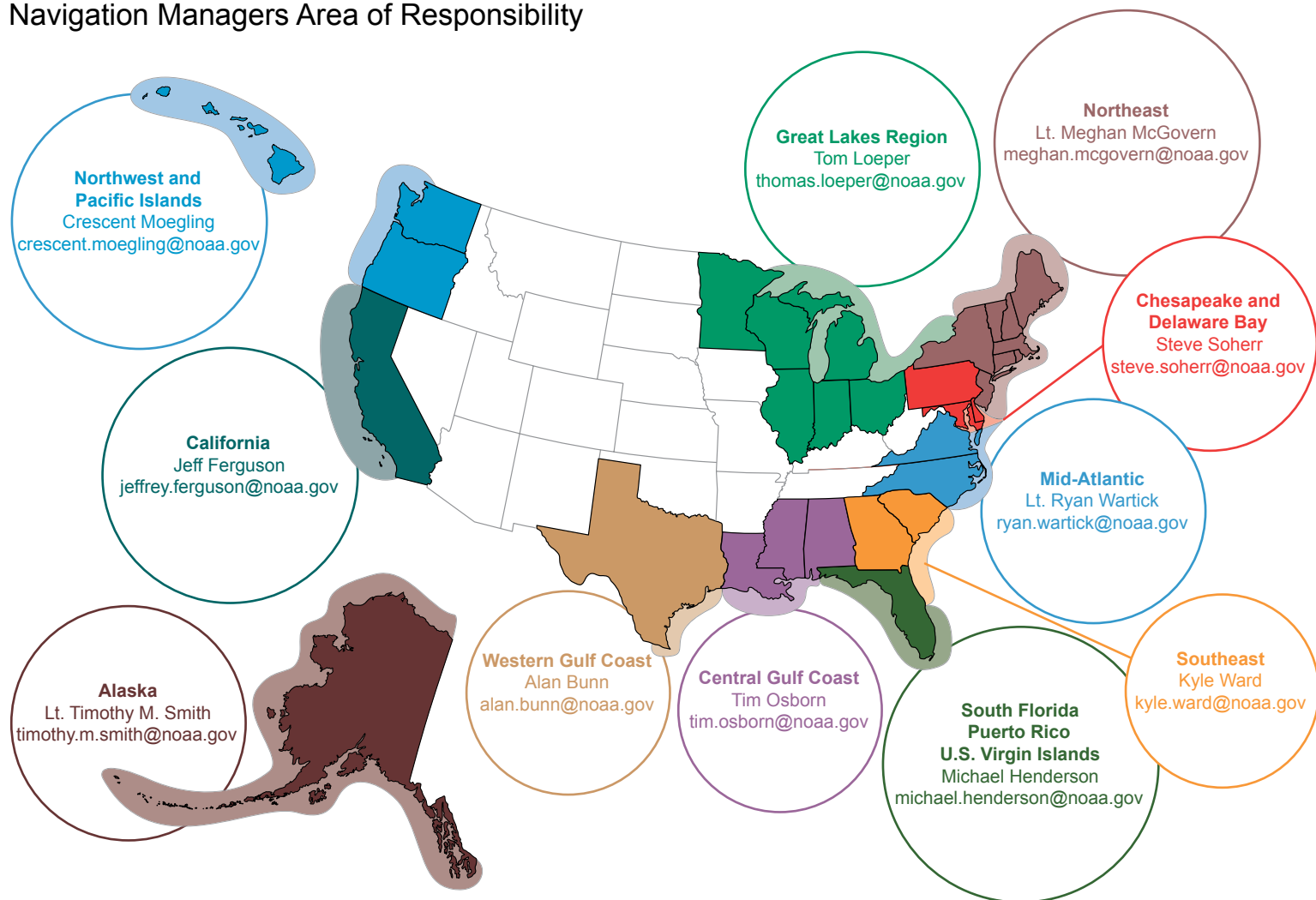
Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

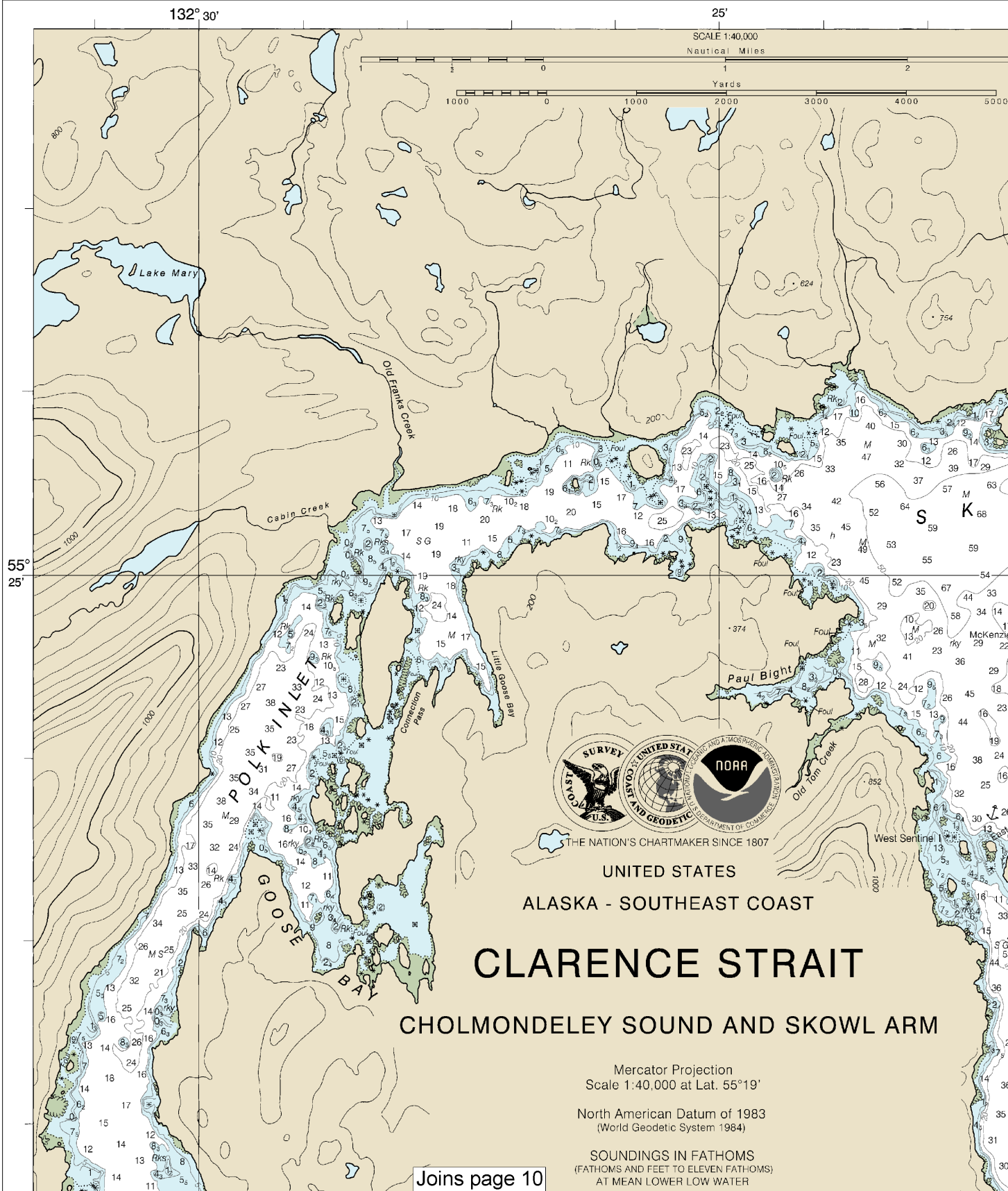
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

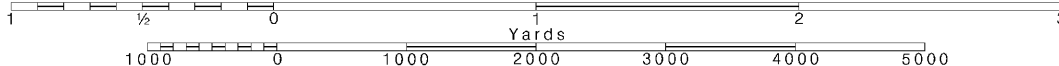


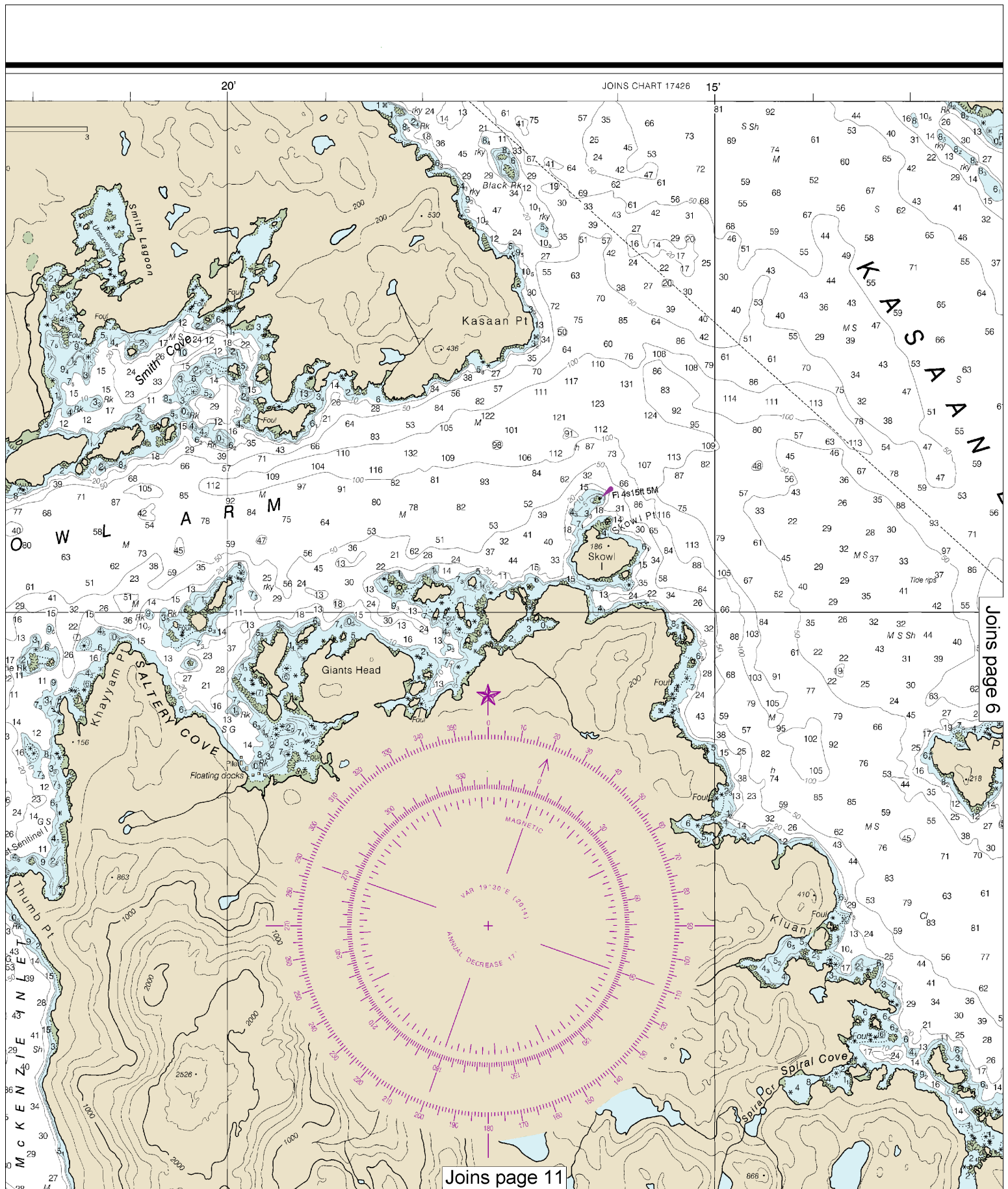
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

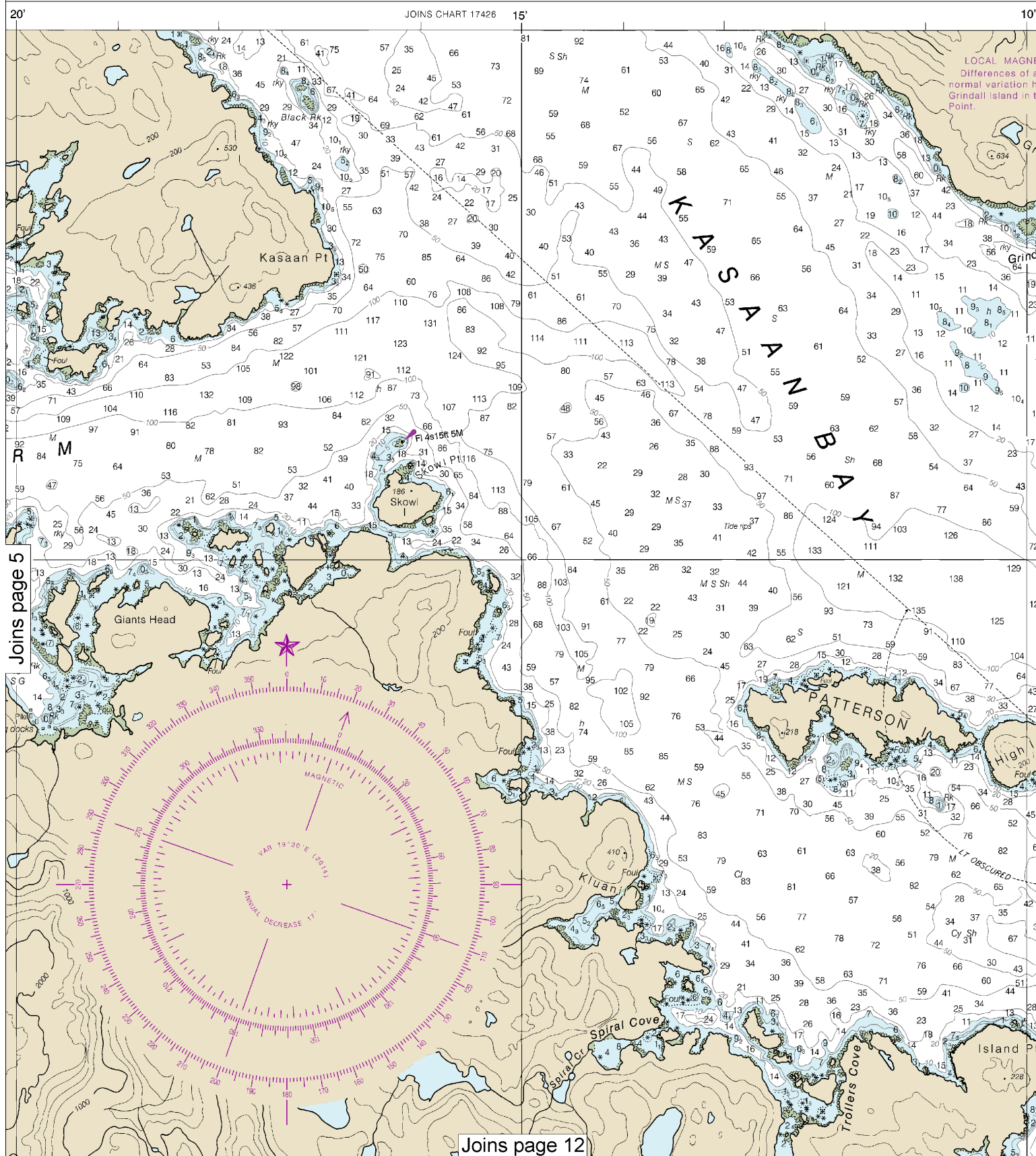
SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



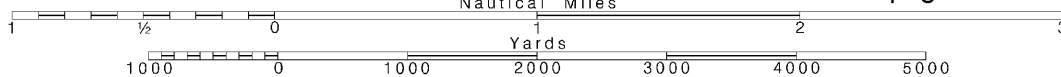
6

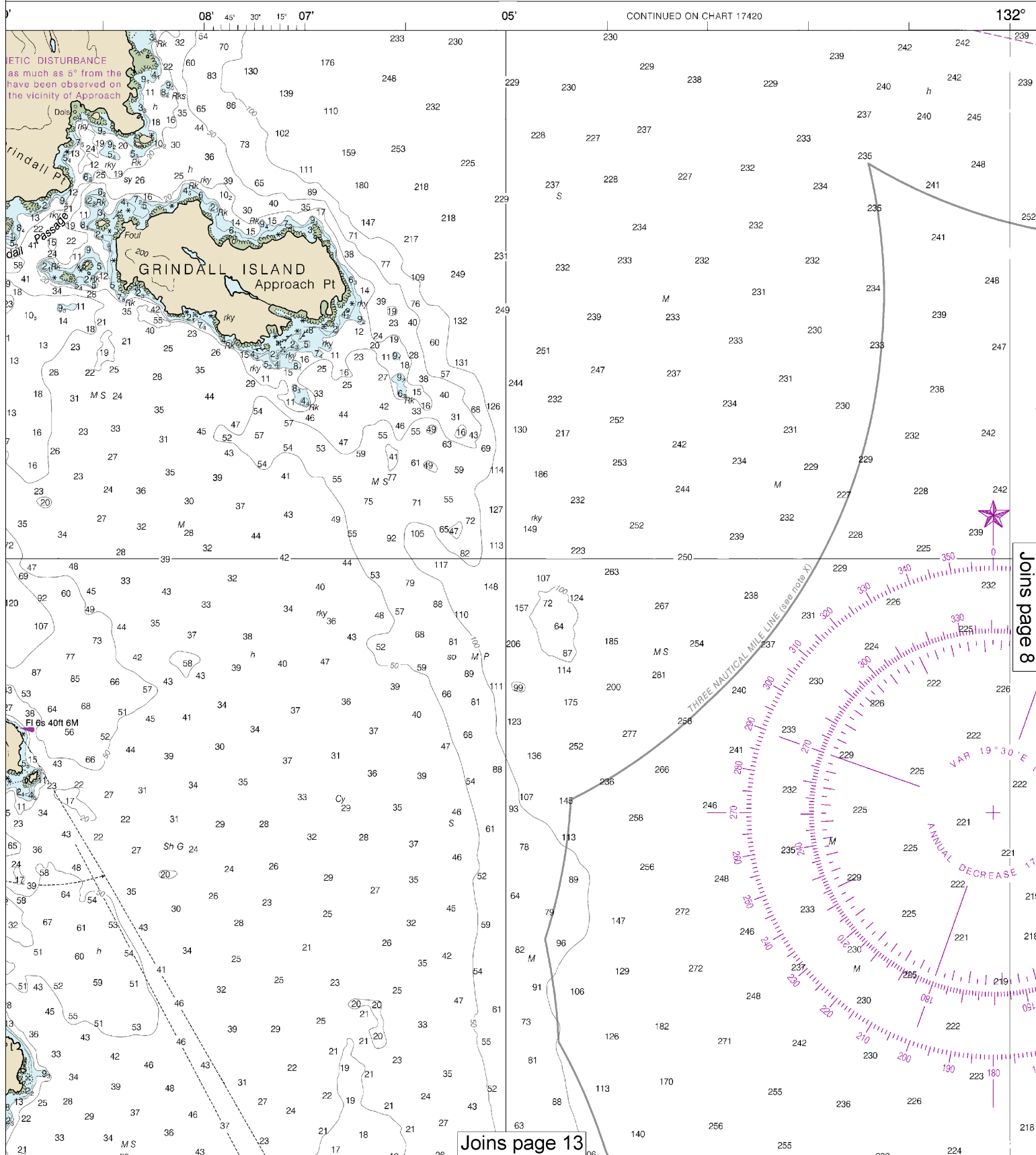
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

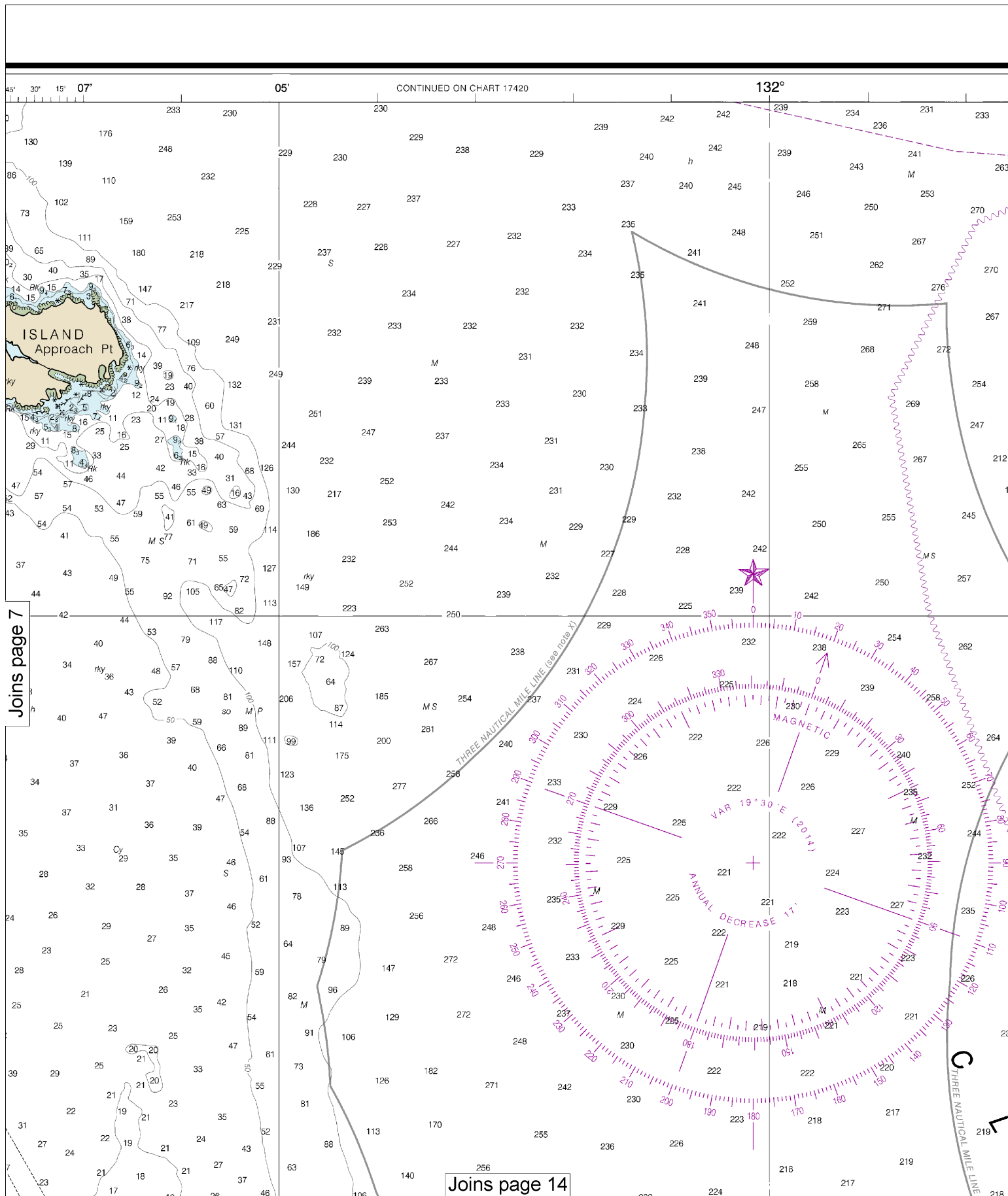
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Last Correction: 6/3/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



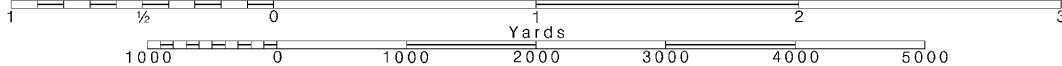
8

Note: Chart grid lines are aligned with true north.

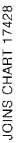
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



(FATHOMS AND FEET TO 11 FATHOMS)



Mercator Projection
Scale 1:40,000 at Lat. 55°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Vallar Point	(55°28'N/131°51'W)	feet 15.3	feet 14.4	feet 15.1
Lancaster Cove	(55°13'N/132°05'W)	15.1	14.2	15.1
Sally Cove	(55°24'N/ 32°19'W)	15.6	14.7	1.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tide current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2014)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.278" southward and 6.044" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOTE A

Navigation regulations are published in Chapter 2, Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, AK, or at the Office of the District Engineer, Corps of Engineers in Anchorage, AK. Refer to charted regulation section numbers.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwai, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.550 MHz
Craig, AK	KXI-80	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

SUPPLEMENTAL INFORMATION

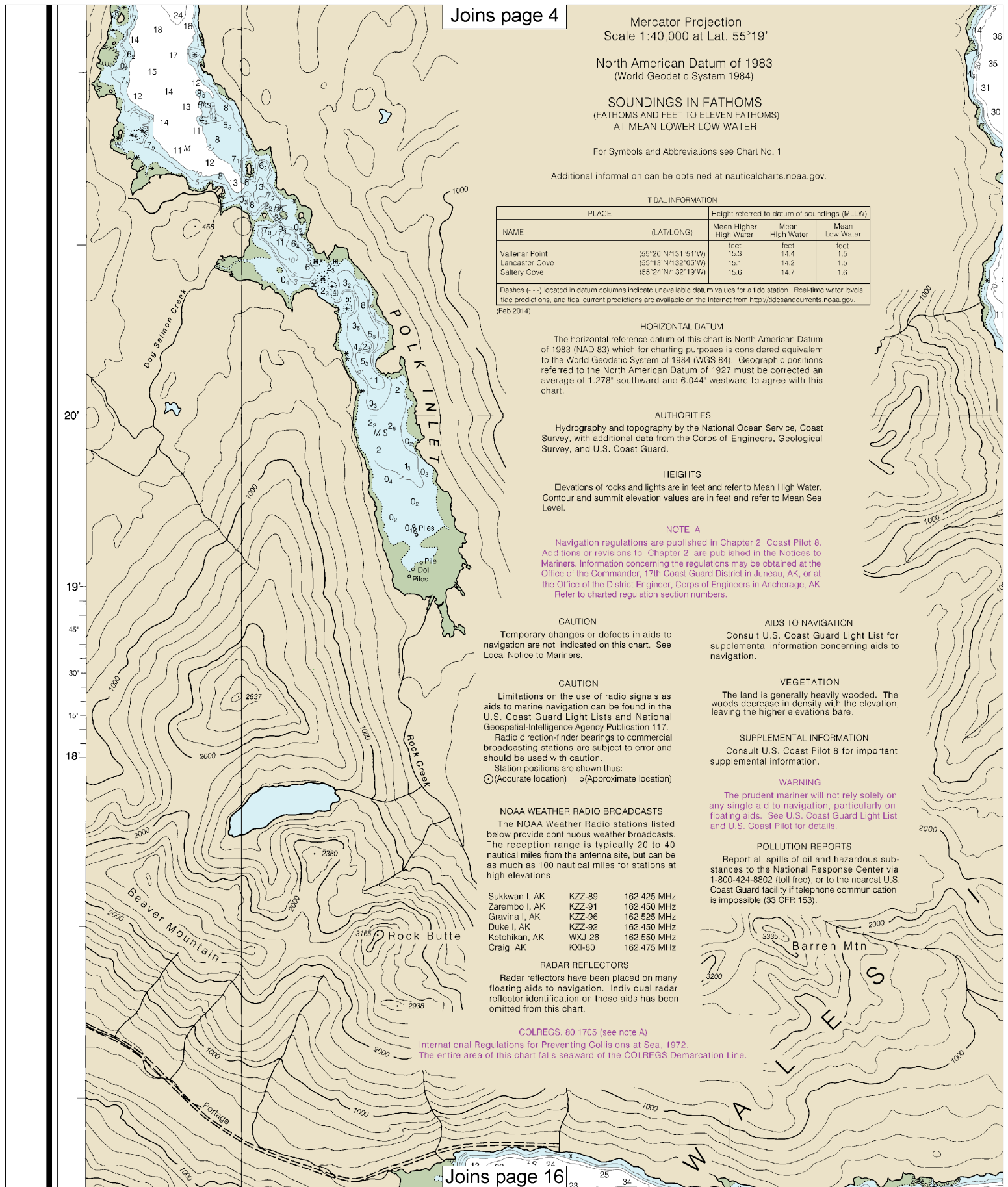
Consult U.S. Coast Pilot 8 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



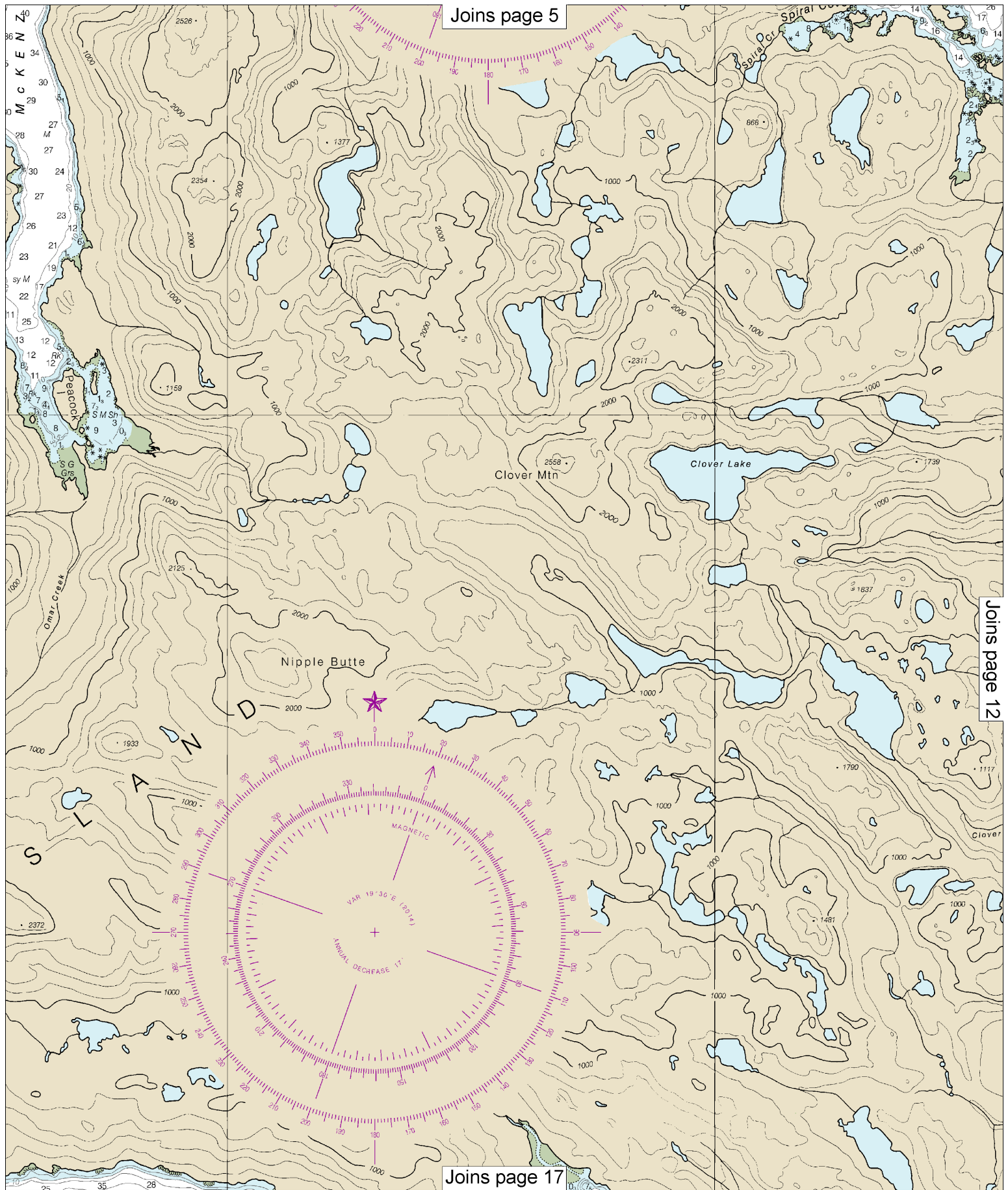
Note: Chart grid lines are aligned with true north.

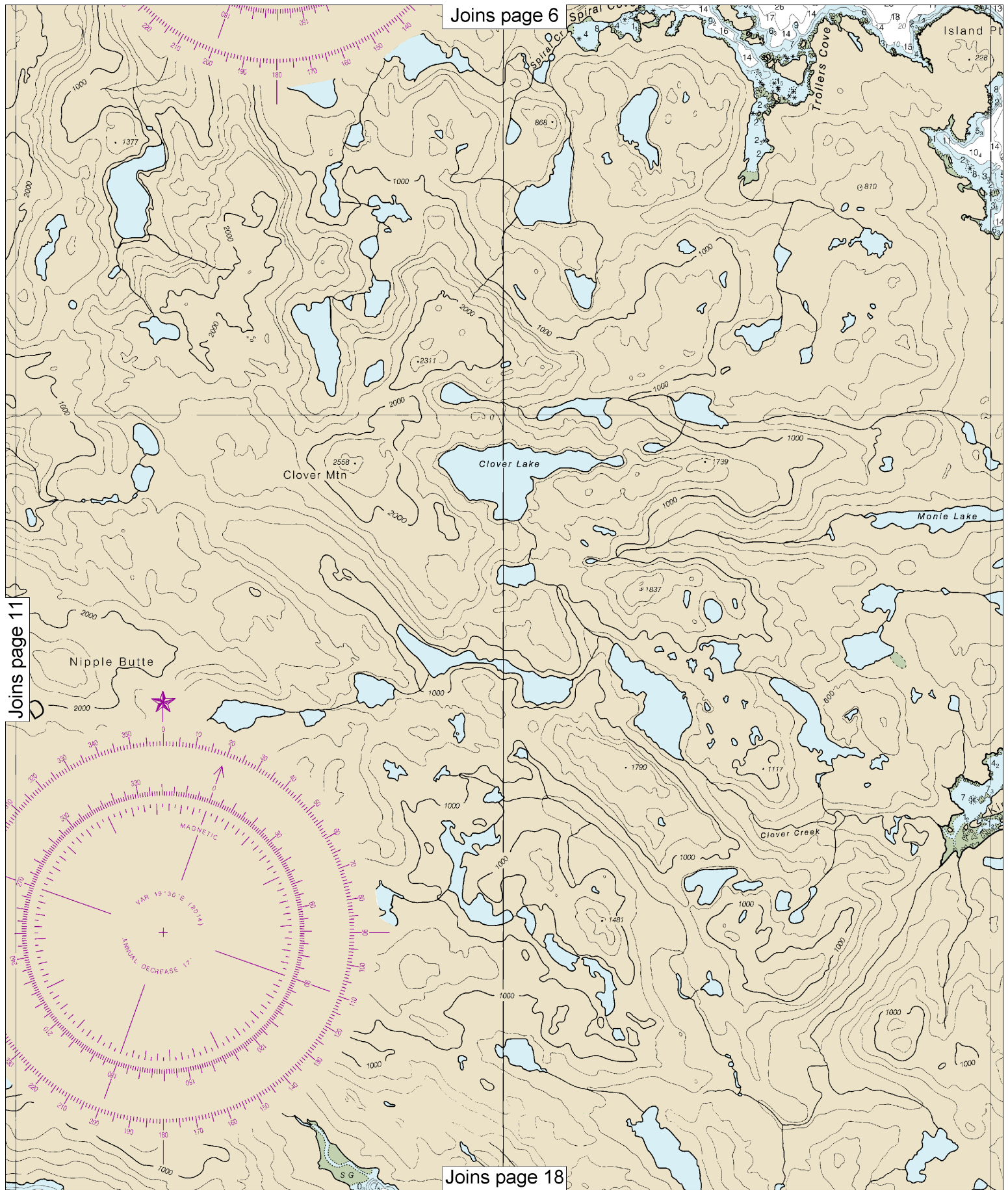
Printed at reduced scale.

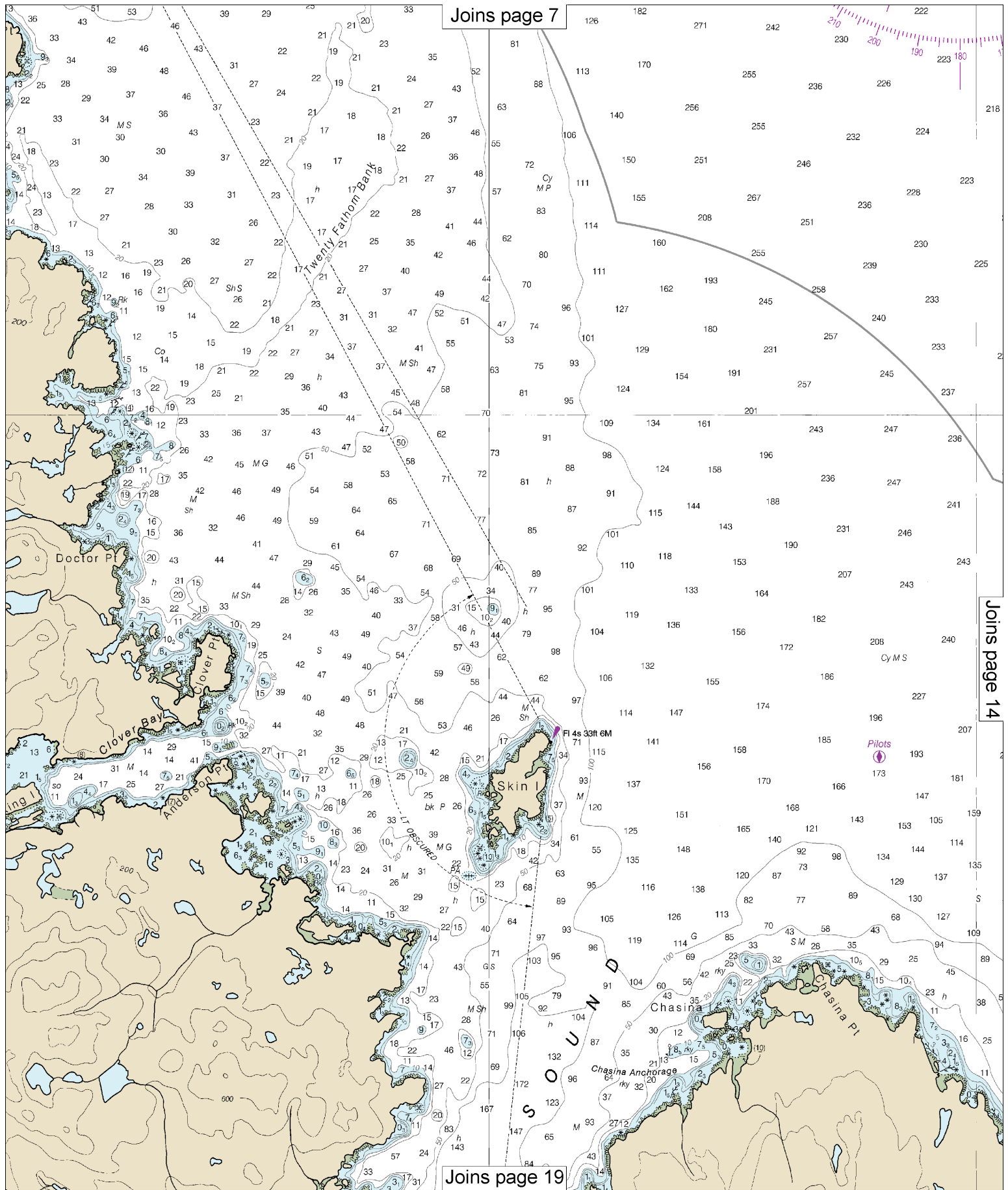
SCALE 1:40,000
Nautical Miles

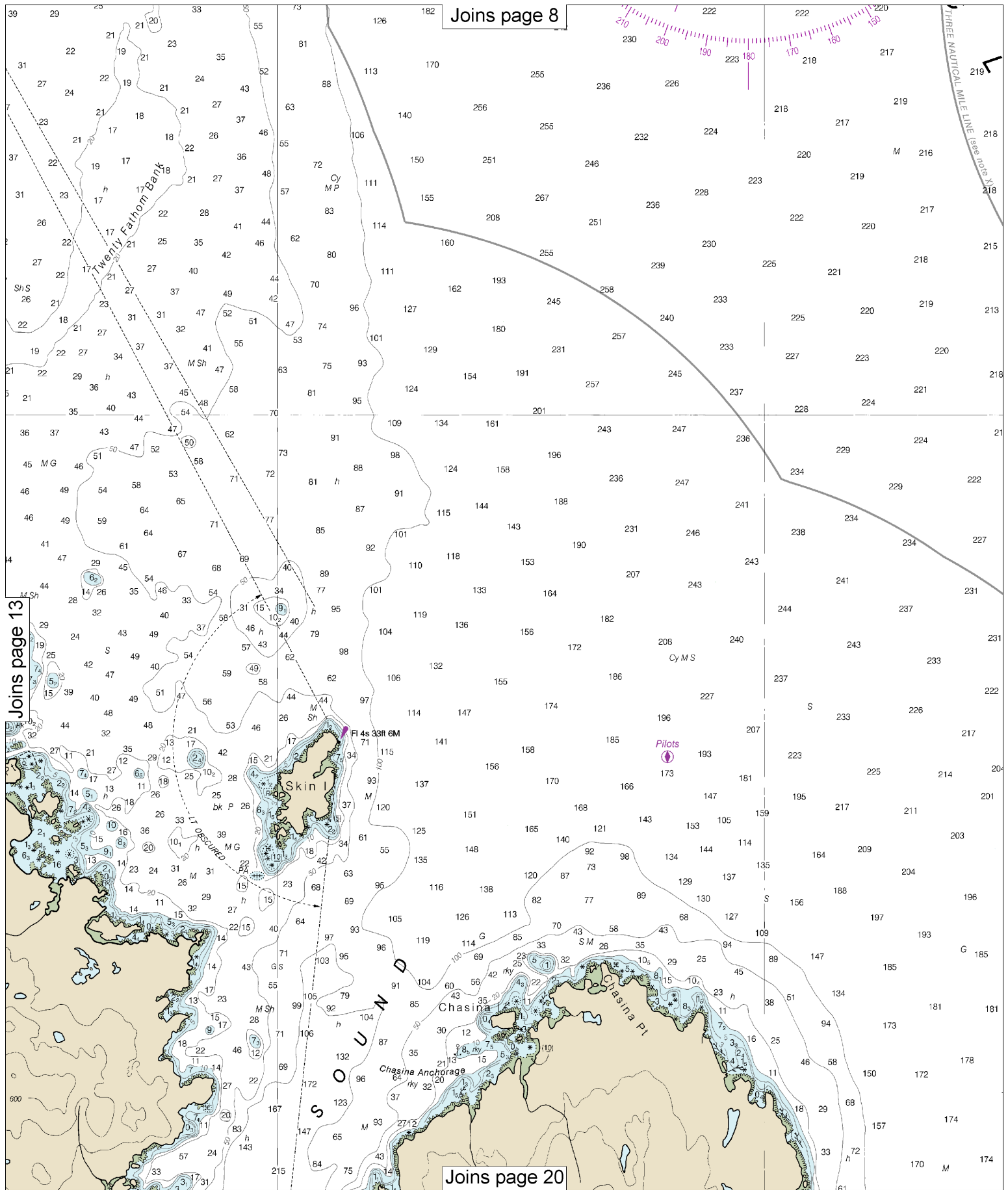
See Note on page 5.





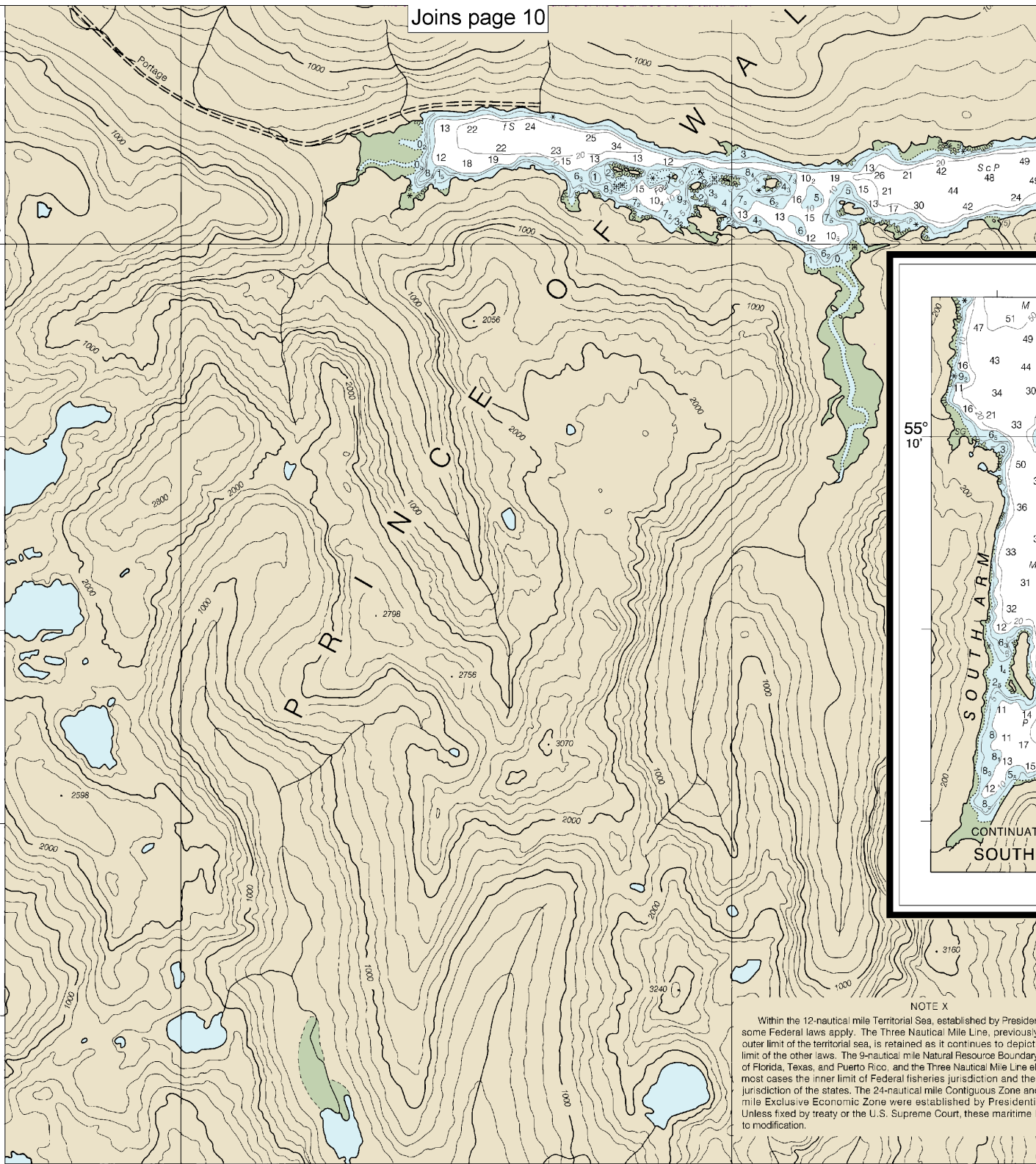






Joins page 10

55°
15'



132° 30'

25'

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously the outer limit of the territorial sea, is retained as it continues to depict the limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line also most cases the inner limit of Federal fisheries jurisdiction and the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

10th Ed., Jun. 2014

17436

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 6/3/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

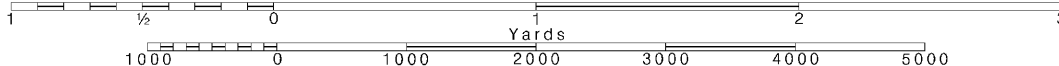
16

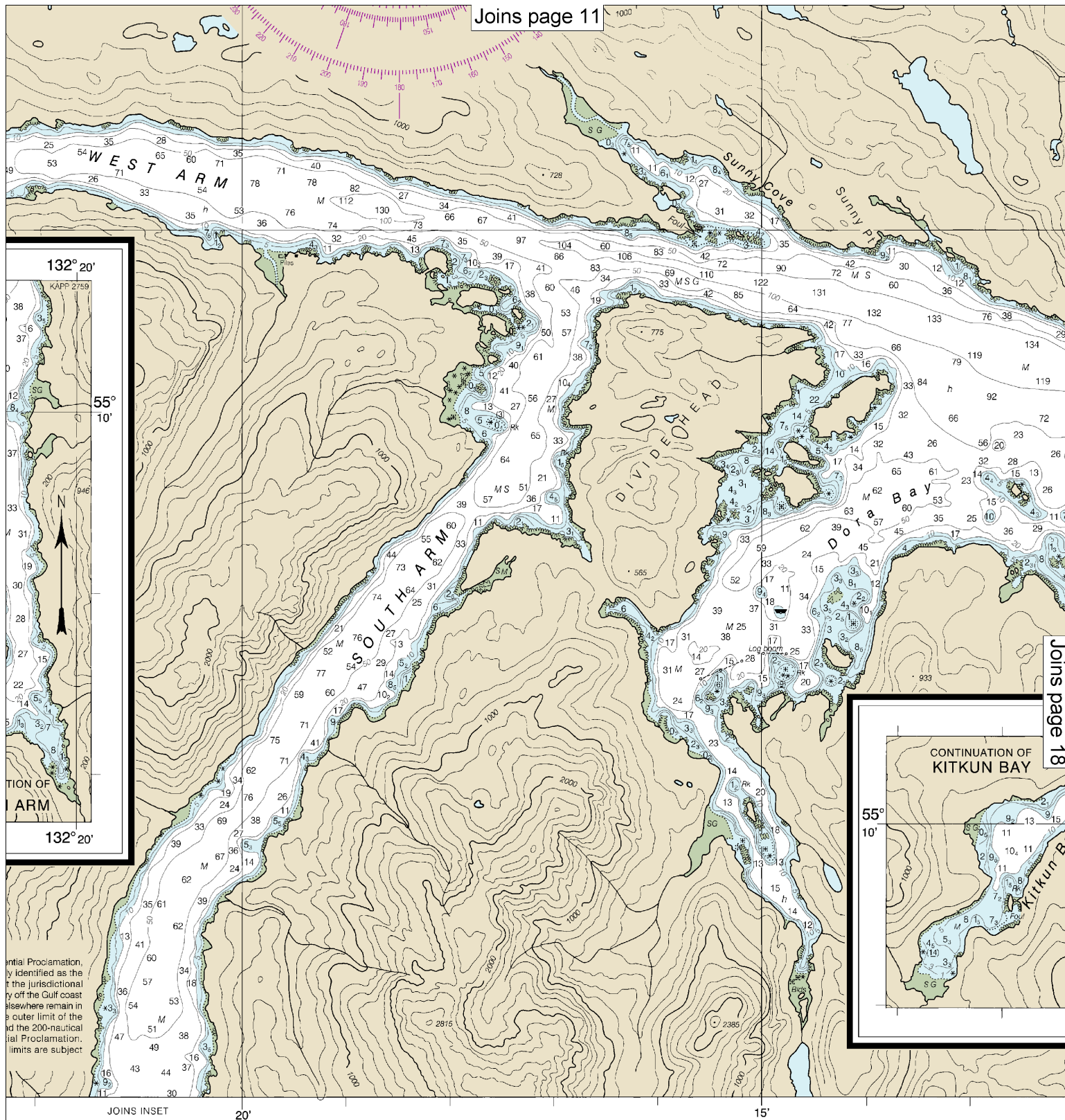
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

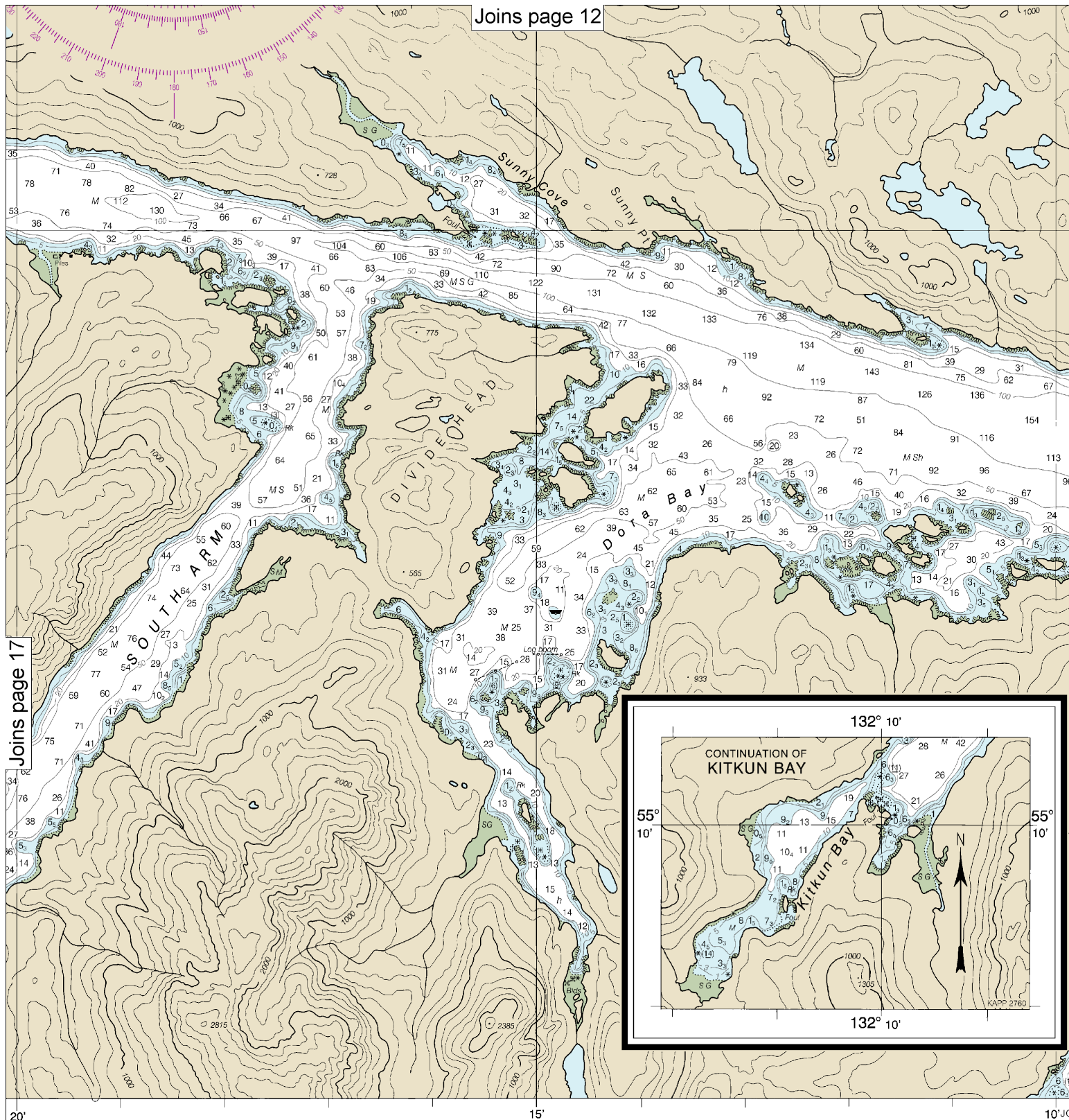
SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FATHOM
(FATHOMS AND FEET TO 11 FATHOMS)



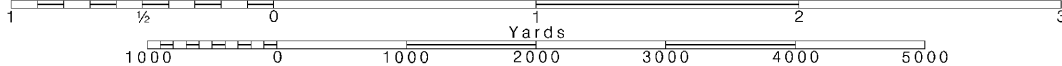
18

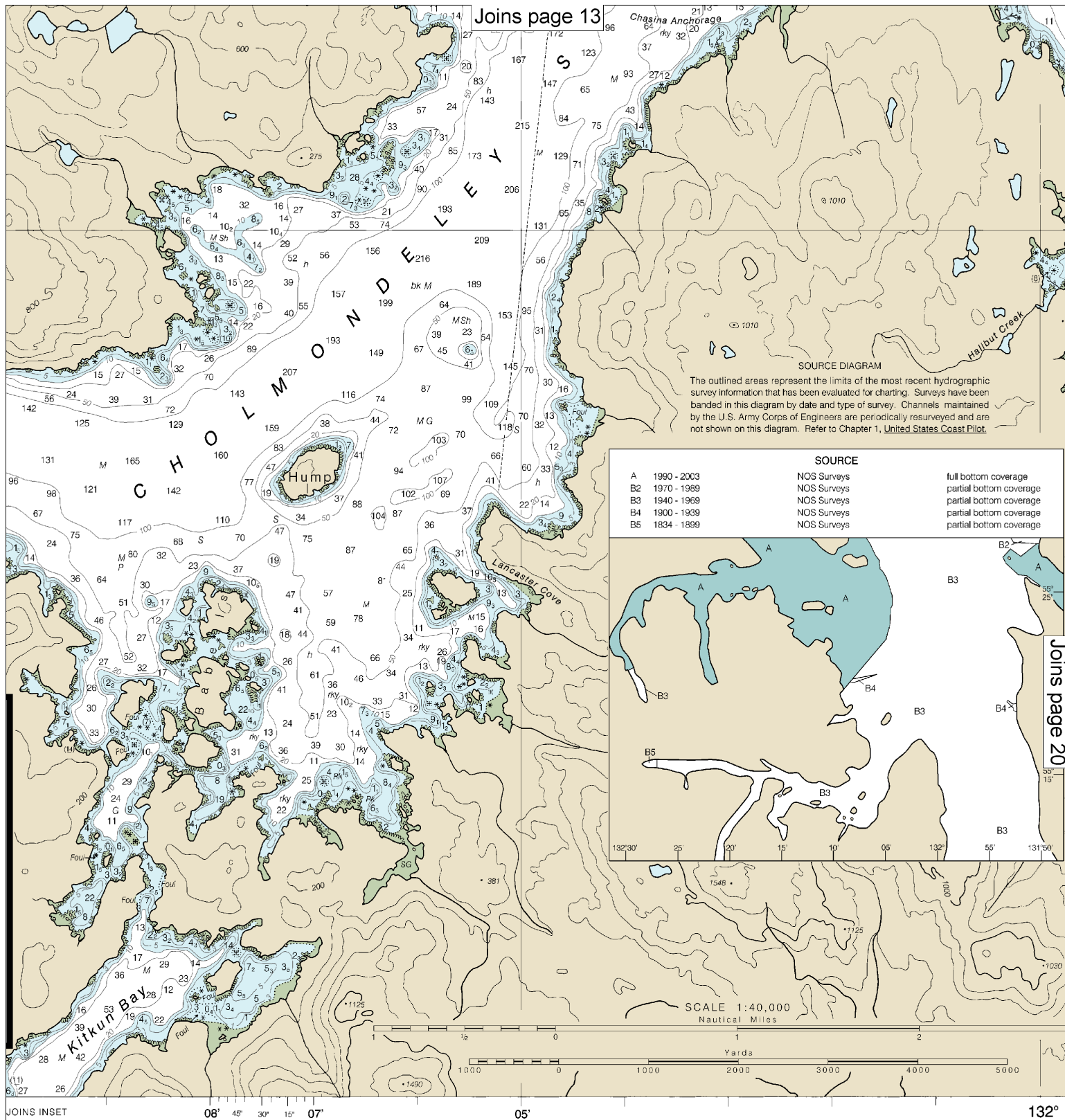
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

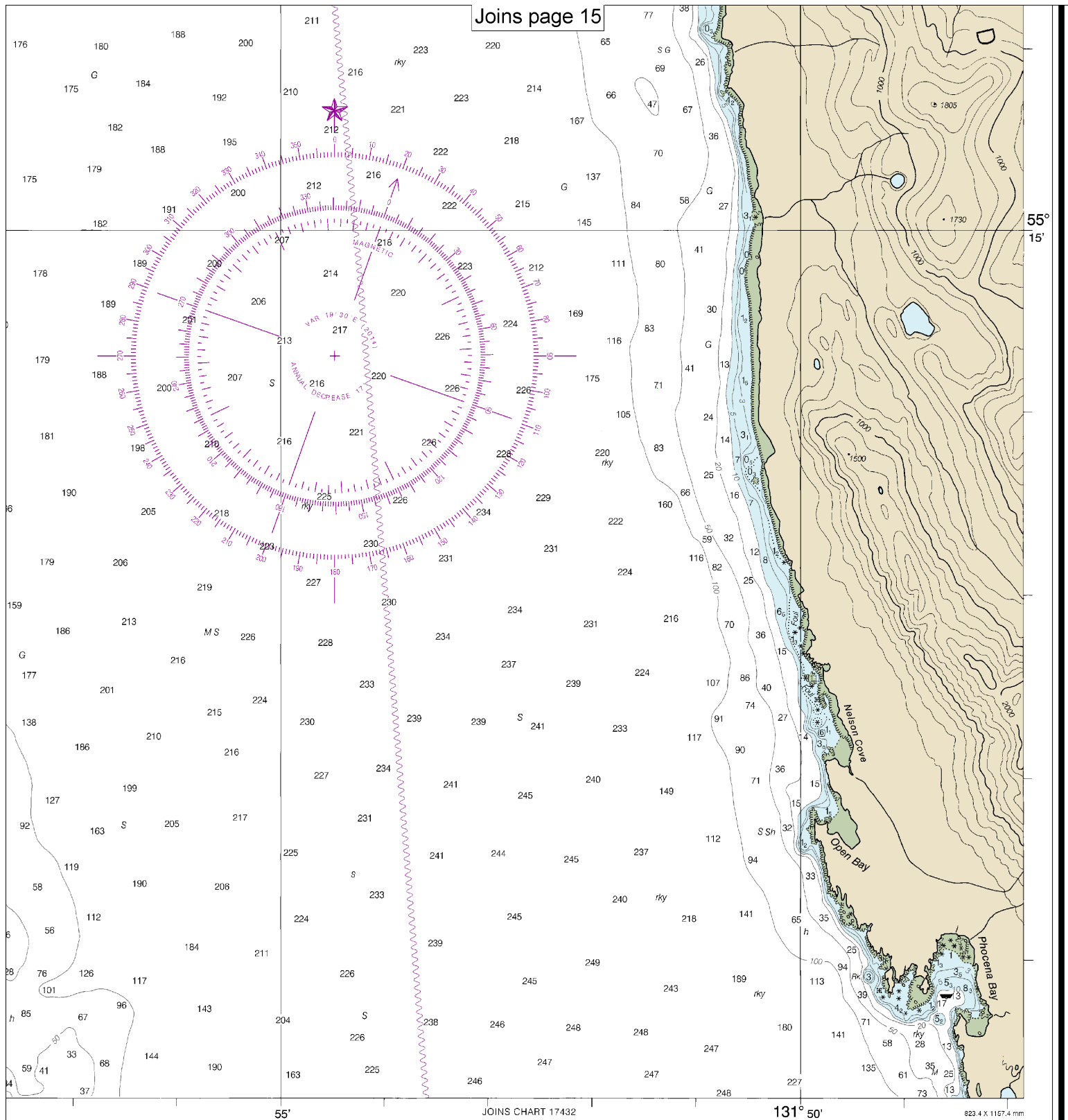
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
HYDROGRAPHIC SURVEY



Clarence Strait, Cholmondeley Sound and Skowl Arm
SOUNDINGS IN FATHOMS AND FEET - SCALE 1:40,000

17436



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

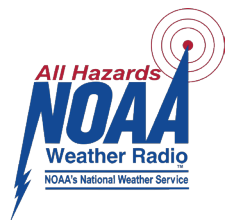
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.